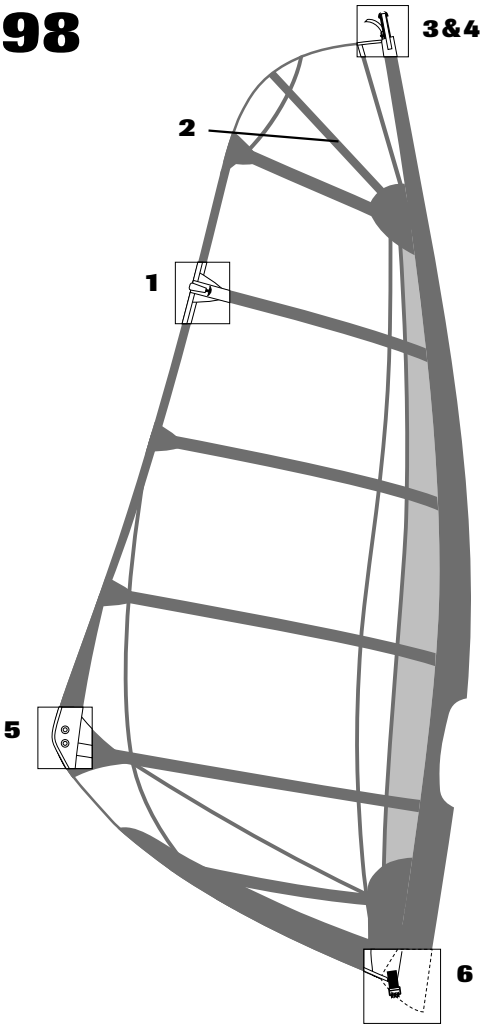
User Manual

NEILPRYDE *V-SERIES*

NEILPRYDE V-SERIES 1998 – USER MANUAL



This manual contains all the information necessary to properly rig all of the Neil Pryde V-series sails. Careful attention to the instructions and suggestions presented here will help to ensure that you get the most fun and best possible service from your sails.

TECHNICAL FEATURES

1. Bat-Cam Batten Tension System

2. Mini Head Batten

3. Rotating Fixed Head System

4. Rotating Adjustable Head Fitting (small & medium size sails)

5. Two Position Clew

6. Low Friction Tack Fitting

Please see the specific instructions which apply to each of these features before you rig your sail for the first time.

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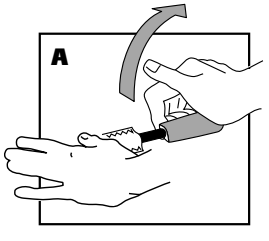
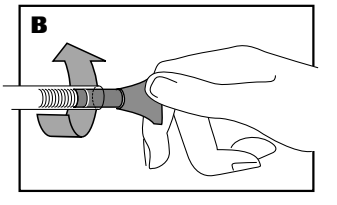
1. THE BAT-CAM TENSION SYSTEM

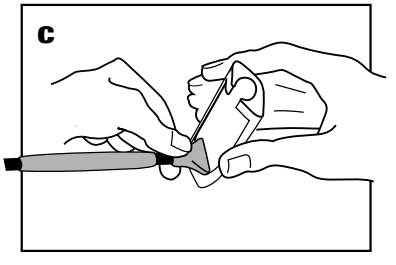
Battens and Batcams are pre-installed and factory tuned. The battens are pre-tensioned at the factory and should require very little, if any adjustment. However, you might want to adjust and further fine-tune. Battens may be tensioned before or after you insert the mast into the luff pocket.



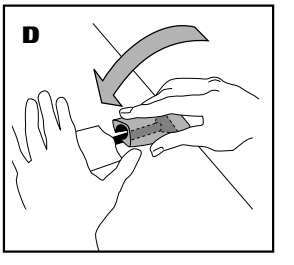
To open the lever, place the heel of your hand on the lower leech edge of the clamp and hook your middle fingers between the sail and the lever. Then pull back with your fingers prying the lever away from the leech, while pushing down the batten itself with your other hand **(A)**.



To tension the batten, turn the screw anti-clockwise. To de-tension the batten turn the screw clockwise **(B)**.

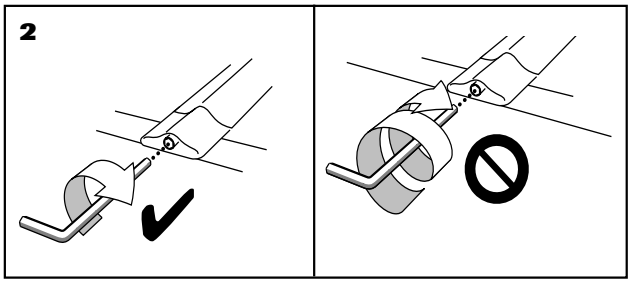


To close the lever, position the shoulder of the screw in the socket portion of the lever and align the tube with the clip at the front of the lever **(C)**.



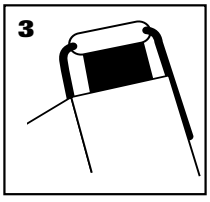
Apply pressure and snap the lever shut **(D)**.

Warning: Do not over tension the battens. The screw should be extended only as much as necessary to remove wrinkles across the batten pockets. Over tensioning of the battens can damage the sail.



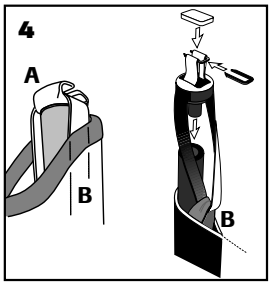
THE MINI HEAD BATTEN

The Mini Head Batten can be adjusted by means of the Allen key provided. The Batten is pre-tensioned at the factory and should require very little if any adjustment. Tension only until wrinkles disappear. Do not over tension.



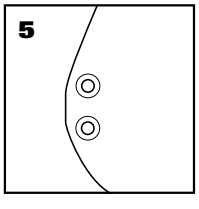
FIXED HEAD FITTING

All the fixed head fittings are designed to remain attached to the sail. Never attempt to remove the fitting from the webbing at the sail head. When rigging, ensure that the finger at the bottom of the plastic fitting is seated correctly in the cup at the top of the mast. To ensure optimum rotation, please be sure to use the hard mast cup supplied.



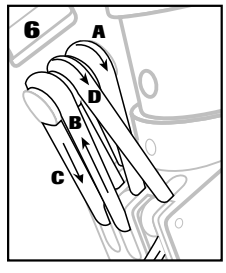
EXTENSION HEAD FITTING (SMALLER SAILS)

To allow the use of a 30cm longer mast, a fixed length extension with a special mast tip plug are provided. In order to use the extension remove the gray plastic mast tip plug **(A)** from the webbing loop **(B)** that is sewn to the luff pocket (a small screwdriver is a helpful tool). Save this part **(A)** in case you ever want to use the recommended mast. Take the extension webbing, pry off the plastic cap, take the "U" shaped metal clip out of one of the loops, pass the extension webbing through the loop that is sewn to the luff pocket **(B)**. Then re-hook the "U" clip, press on the plastic cap, and you are ready to rig. When you insert the mast, pass the tip between the loop **(B)** and the front of the pocket. Put the tip cap into the mast and tension the downhaul as necessary.



TWO POSITION CLEW

Select the clew ring that's best suited to your requirements. Most sailors like the boom to be roughly perpendicular to the mast, so start by setting the clew according to your preferred boom height; then adjust according to mast rake, wind conditions, and your own sailing style.



LOW FRICTION TACK RING

The Low Friction Tack Fitting must be rigged properly to ensure maximum downhauling efficiency. Always rig the tack fitting according to the diagram.

RIGGING

A. Set your boom and mast base to the dimensions of the sail printed near the tack. The sail is designed to be perfectly trimmed on the correct mast at the recommended setting. On a smaller size sail, should you want to use a mast which is thirty centimetres longer, you may use the included head extension. Install the extension as described in number 4.

B. Check that all the battens are fully inserted into their pockets.

C. Tension the battens according to the instructions.

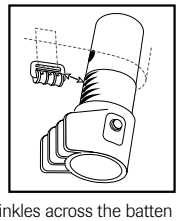
D. Insert the mast into the luff pocket taking care that the cams are correctly located on the mast.

E. Partially tension the downhaul using the low friction tack fitting.

F. Attach the boom to the mast, allowing space above it in the cut-out so that the sail can be fully downhauled later.

G. Outhaul the sail, until it is quite flat.

H. Downhaul the sail to approximately 1cm above the cleat base as shown in the diagram. Fine tune around this position. A small sticker has been provided with the sail that you can wrap around your mast base and use as a reference when you find your best tuning. When in the correct tuning range the tack pulley will be as shown.



I. Re-tension any battens - only as necessary - until all wrinkles across the batten pockets disappear. Be sure not to over tension the battens.

J. Adjust the outhaul tension until the sail has the desired foil shape, and re-adjust the boom length so that the clew is within two centimetres of the boom end.

K. To ensure correct tuning for your specific sail, please consult the trim instructions that follow.

CAM RIGGING TIPS:

Grab the cams (through the luff pocket) and work them down the mast one by one. This is easier and works better than trying to pull the luff pocket over the mast from the sail tack. Keep the two cams opposite the boom cut-out close together as you work them down the mast. The boom cut-out area of the luff pocket should be compressed and wrinkled looking during this process. This method reduces cam pressure on the mast and makes rigging a lot easier. Use the tack handle to help pull the tack fitting close to the mast base. Do not pull on the neoprene tack fairing.

DE-RIGGING PROCEDURES

Fold the neoprene tack fairing back over any mast base fittings before releasing the downhaul. To de-rig, just brace the mast tip against a solid object, and slide the cams up the mast one at a time, reversing the initial process.

1. CAREFULLY EASE THE OUTHAUL until it is completely loose.
2. NOW REMOVE THE BOOM COMPLETELY.
3. THEN CAREFULLY EASE THE DOWNHAUL a little at a time.
4. CAREFULLY remove the mast from the sail, taking care that the cams remain correctly positioned on the batten pocket ends.

SAIL MAINTENANCE

Always store your sail rolled and dry in its sailbag. Try to prevent the sail from being crushed or badly creased. Wash the sail in fresh water after use if possible. The battens should be left in their pockets.

Do not leave the sail exposed to strong or direct sunlight.

Do not use any solvents or chemicals to clean it. If the sail becomes dirty, use fresh water and mild soap.

SAIL SAFE, HAVE FUN

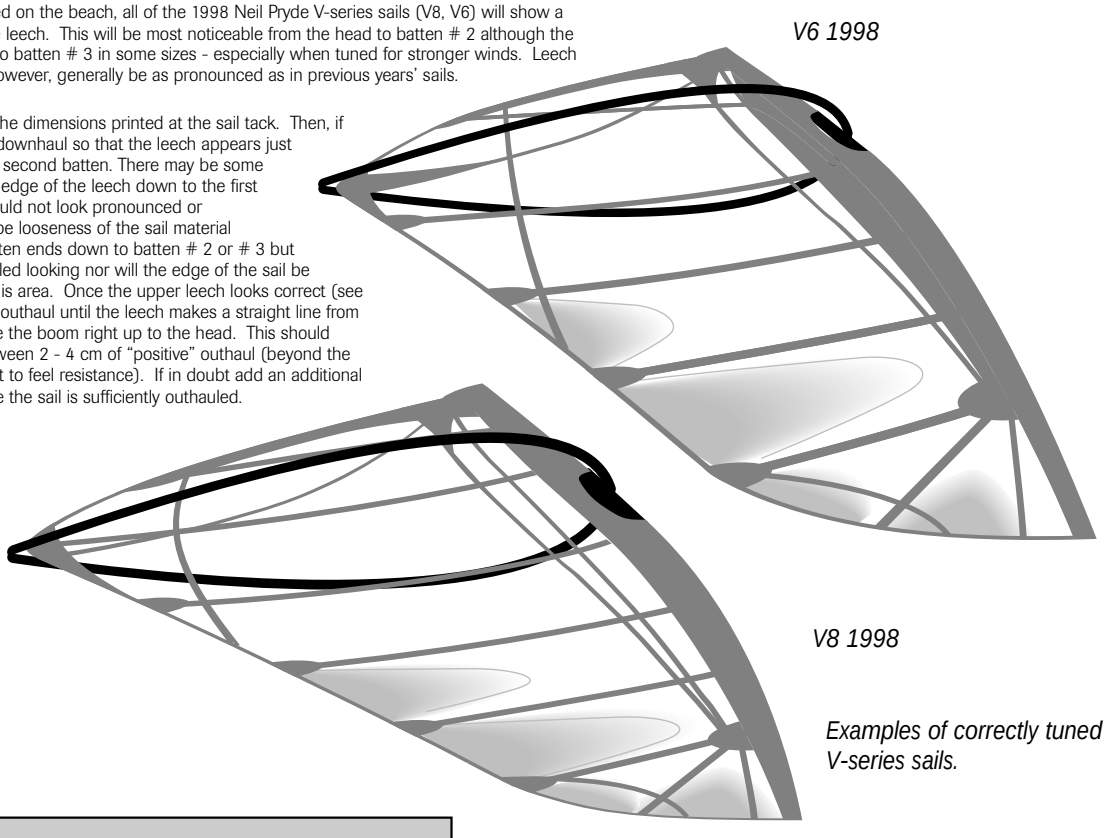
Sail carefully and thoughtfully around other sailors and beach users. Before leaving the beach check all your equipment thoroughly for signs of wear or breakage. Always check the weather forecasts and take note of local conditions and potential hazards before sailing. Check for dangerous currents, and consider carefully where you might land in the event of an emergency.

For further information on this or other NEILPRYDE sailing equipment contact your AUTHORISED NEILPRYDE DEALER or our distributor in your country.

TUNING NEIL PRYDE V-SERIES SAILS

When correctly rigged on the beach, all of the 1998 Neil Pryde V-series sails (V8, V6) will show a little looseness in the leech. This will be most noticeable from the head to batten # 2 although the leech may be loose to batten # 3 in some sizes - especially when tuned for stronger winds. Leech looseness will not, however, generally be as pronounced as in previous years' sails.

First set the sails to the dimensions printed at the sail tack. Then, if necessary, tune the downhaul so that the leech appears just loose at the first and second batten. There may be some small wrinkles in the edge of the leech down to the first batten but these should not look pronounced or extreme. There will be looseness of the sail material inboard from the batten ends down to batten # 2 or # 3 but this will not be wrinkled looking nor will the edge of the sail be heavily wrinkled in this area. Once the upper leech looks correct (see drawings), then add outhaul until the leech makes a straight line from the first batten above the boom right up to the head. This should normally require between 2 - 4 cm of "positive" outhaul (beyond the point where you start to feel resistance). If in doubt add an additional 5 - 10 mm to be sure the sail is sufficiently outhauled.



V6 1998

V8 1998

Examples of correctly tuned V-series sails.

A NOTE ON RIG DIMENSIONS

The rig dimensions printed on the tack of all Neil Pryde collection sails show the following information:

- **Luff length:** the distance from the sail head (along the mast) to the bottom of the tack fitting. We specify this luff length + or -1cm, +1cm indicating the hardest downhaul setting and -1cm indicating the lightest useful downhaul setting.
- **Boom:** the distance from the forward edge of the mast (at the centre of the boom cut-out) to the sail clew. We specify this boom length at + or -1cm, +1cm indicating the flattest (hardest) outhaul setting and -1cm indicating the lightest useful outhaul setting.
- **Base setting:** depending on whether you use a Neil Pryde Aluminum or a Neil Pryde Carbon base, we specify the ideal setting.

These figures are intended as a guide to proper sail trim, and, depending on the rig components you choose, may not always correspond exactly to the settings which are best for you.

CHOOSING THE RIGHT MAST

Every Neil Pryde sail is designed around a specific recommended mast. To get the optimum performance from your Neil Pryde V-series sails, use the recommended mast.* In many cases an alternative mast is specified and this will also provide good performance.

* We also specify upgrade masts which will enhance the performance level of your sail.

V5

Although the same guidelines as outlined for V6 and V8 apply to the V5, this sail has a few specific features:

1. MINI-BATCAM BATTEN TENSION SYSTEM

The battens and the Mini-Batcams are pre-installed and factory tuned. The battens are pre-tensioned at the factory and required very little, if any adjustment.

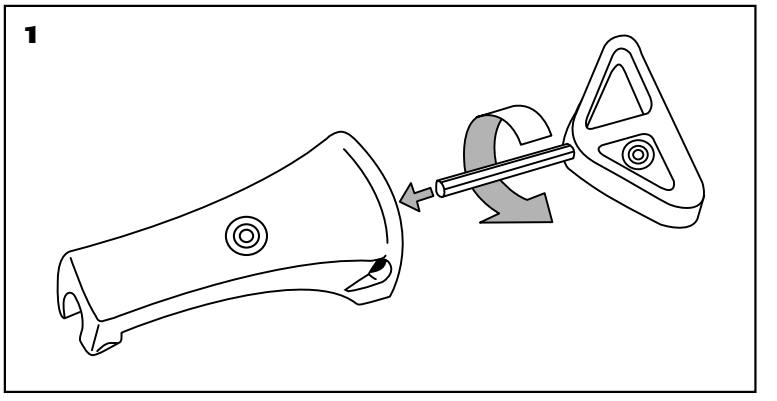
However, should you want to further fine tune, you can very easily do that with the help of the attached Allen key. Note: You do NOT need to open the Mini-Batcam. Just insert the Allen key through the hole at the end of the Mini-Batcam and turn clockwise to tension and anti-clockwise to de-tension.

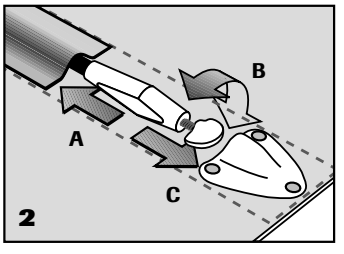
Warning: Do not over tension the battens. You should only put enough tension to remove wrinkles across the batten pockets. Over tensioning of the battnes can damage the sail.

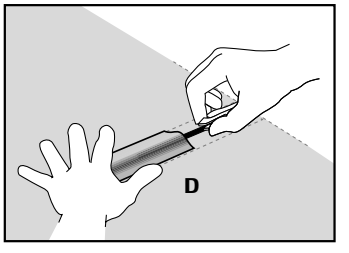
Battens may be tensioned before or after you insert the mast into the luffpocket

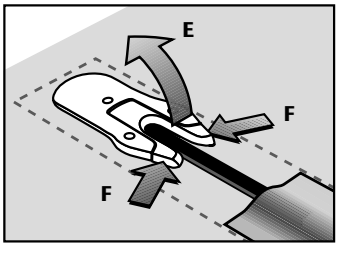
Should you need to open the Mini-Batcam, for example to replace a batten, please use the following procedure:

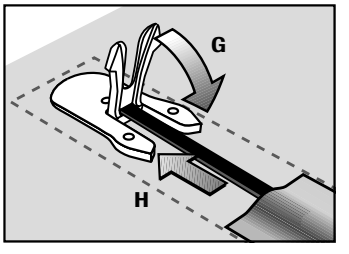
- De-tension the batten by using the Allen key and turning it anti-clockwise.
- Open the lever by placing the heel of your hand on the lower leech edge and hook your fingers between the sail and the lever. Then pull back with your fingers prying the lever while pushing down the battens with your other hand.
- To close, just apply pressure and snap the lever shut.











2. FRONT INSERT TENSION SYSTEM FOR FOOT BATTEN (ON SMALLER SIZES 3.9/ 4.4/4.9)

The smaller sizes of V5 are fitted with Front Insert Tension System for the foot batten. Your sail is packaged with the foot batten removed. **(A)** Slide the batten into the pocket from the leech end. Open the front batcam by squeezing the arms together **(F)**, orienting the hand as shown **(D)**-and insert the adjuster screw into the leech end cap **(C)**. Then fit the tip of the batten into the socket **(H)**. Snap shut **(G)**, making sure the arms are fully seated and closed. If you require more tension on the batten to remove wrinkles, open the front part and adjust the length of the batten with the screw adjuster **(B)**. Adding tension after the sail is rigged may be accomplished by placing the hands as shown **(D)** and applying pressure on the sail body about 30 cm back from the front batcam while using the other hand to squeeze the arms **(F)** to open the cam. Carefully slide the batten forward out of the leech end cap **(B)**, adjust the screw. Then reinsert the adjuster screw, apply hand pressure **(D)**, and snap the lever shut **(G)**. Do Not Over Tension.